

FIFTY-SECOND YEAR.

TERRIBLE ACCIDENT
ON GREAT NORTHERNFreight Train Runs Into a Passenger—
Thirty-six Killed, all Burned in
Wreck Except Five.

Kallspeil, Mont., Aug. 31.—Thirty-six persons were lost and thirteen persons were injured in the wreck of the Great Northern passenger train No. 3 at Nyack, thirty miles west of Kallspeil. None of the passengers were injured, the fatalities having been confined to employees of the railroad company.

THE DEAD.
P. T. Downs, assistant general superintendent of the Great Northern west of Minot, N. D.
Clark Downs, his son.
Henry Blair, cook aboard Mr. Downs' private car.
Thirty-three Scandinavian laborers, names unknown.

THE INJURED.
Thirteen Scandinavian laborers, names unknown.

The wreck was caused by the breaking of a freight train on the steep grade of a rocky mountain foot-hill. The rear end of the freight train, which was loaded with lumber, dived down the mountain and crashed into the rear of the passenger train, which was just pulling out of the station at Nyack. The car attached to the rear of the passenger train was the private coach of Supt. Downs. He and his wife, Mrs. Downs, and their two children, were instantly killed. The car just behind it contained forty-six Scandinavian laborers en route from Duluth, Minn., to Jennings, Mont. They were killed wholesale. Only thirteen were killed from the debris alive.

The immediately following the collision destroyed the private car, creating the bodies of those within. The bodies were quickly communicated to the car ahead, or rather to what remained of it, and the bodies of twenty-two of the unfortunate laborers were cremated. Third from the rear was burned, but those within managed to escape when the collision occurred. The fire consumed to spread down the mountain and caused by the destruction of the dozen or more freight cars, and their consignments of valuable freight.

Finally the passenger train was cut in two between the third and fourth cars from the rear and the balance was drawn to a safe distance from the fire. All telegraph wires on the poles alongside the track were seen melted and communication was thus cut off for many minutes after the collision.

Explosions were taken to the scene from this city and all traffic was for a time suspended while the wreck and train crews endeavored to rescue the bodies of the injured and dead and clear the debris.

SUP. WARD'S STATEMENT.
S. Paul, Aug. 31.—General Superintendent E. Ward gave the Associated Press the following statement of the wreck on the Great Northern near Kallspeil:

"Accident at 8:30 p. m. August 30, at Nyack, Mont., where the freight train from the rear end of the freight train ran down the hill sixteen miles to Nyack station, where it overtook passenger train No. 3, which was just starting out from that station. In the collision Mr. T. P. Downs, assistant

general superintendent, in charge of lines west of Minot, N. D., was killed, together with his son, Kirk T. Downs, his cook, Henry Blair and about twenty-five laborers, who were moving west in coach attached to the rear of the train. None of the regular passengers on the train were injured. The wreck took fire and the remains of all except five of those killed were positively known. It is therefore not known positively how many fatalities resulted. In addition to those killed, twelve laborers and brakeman Burke were injured."

Mr. Downs was born April 8, 1847, in Ireland. He entered railway service April 1, 1868, as a brakeman on passenger train, Burlington branch of the Central Vermont railroad. In 1886 he became master of trains on Louisville division of the Louisville and Nashville road, then comprising the main line of the Hardtown & Glasgow branches of the Knoxville division and the Chesapeake & Ohio branch. May 1, 1886, to December 31, 1890, he was superintendent of the Louisville & Nashville railroad. For a year ending April 30, 1891, he was trainmaster of the Gulf, Colorado & Santa Fe railroad. He was made superintendent of the northern branch of this road on May 1891. From May 1, 1893 to July 1, 1896, he was superintendent of transportation. He was made assistant general superintendent of the Atlanta & West Point railway and the Western Railway of Alabama. In September, 1897, he was appointed superintendent of the same roads, which position he held until November 19, 1899. At this period he came to the Great Northern, being made assistant general superintendent December 1, 1899, for the Great Northern lines west of Minot, N. D. His appointment as vice president of the Spokane Falls Northern would have become effective tomorrow, September 1.

THIRTY-SIX DEAD.
Spokane, Wash., Aug. 31.—A special to the Chronicle from Kallspeil, Mont., says: At 8:30 last evening a train of twenty-eight cars loaded with shingles and lumber broke loose on the mountain grade on the Great Northern near Nyack, thirty miles west of here. The grade is very steep and the cars came down the mountain at frightful speed and crashed into the rear end of passenger No. 3, just pulling out of Nyack, seventeen miles below. The result was the death of thirty-six persons. The train was a coach load of laborers from Duluth, Minn., bound for the railroad work at Jennings. There were forty-six of them, all but thirteen were killed. All but five of the killed were from the debris alive. It is impossible to get names at this time, but most of them were Scandinavians. Next to the rear car was the private car of Assistant Superintendent P. T. Downs and his wife and children. They were killed. The son and the cook were in the car. The train of the cook was pulled out but no trace of Mr. Downs or his son has been found. The wreck caught fire almost immediately and the three cars of the passengers were burned alive. None of the passengers in the Pullman or in the day coaches forward were injured. Those of the dead have been brought to Kallspeil. The dead so far as known number 36.

Gen. Ludlow's Body to be Cremated.
Washington, Aug. 31.—Information has been received at the war department that the remains of Brig.-Gen. Ludlow will be cremated. Services will be held in Trinity church Sunday in New York. The ashes will be interred at the old Ludlow home at Long Island.

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Canton, Aug. 31.—President McKinley and party will leave Canton Wednesday morning for Buffalo, going by way of Cleveland.

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London, Aug. 31.—A dispatch from Lord Kitchener, dated Pretoria, today, says:

"A train was blown up today between Waterfall and Hamans Graal by 250 Boers, who at once fired on the train, setting it on fire. Lieutenant Colonel Vandelaar, of the Irish guards, a most promising officer, was killed. The other casualties have not yet been reported."

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"Garratt has captured Piet Delarey, brother of the assistant commandant general."

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Vice President Roosevelt in Chicago.
Chicago, Aug. 31.—Vice President Roosevelt arrived in Chicago from Springfield this morning. Accompanying him were Gov. and Mrs. Yates. The program for this afternoon contemplates a review of the naval militia on board the Dorothea and dinner with Grame Stewart. The vice president will leave for Minneapolis Sunday evening.

More City of Trenton Victims.
Philadelphia, Aug. 31.—The bodies of two more victims of the explosion on the steamboat City of Trenton were recovered from the Delaware this morning. Both were of women. One was identified as the remains of Amanda Cross, 21 years of age, of Philadelphia. The recovery of two bodies increases the number of known dead to thirteen, and decreases the number of missing to fifteen. One of the bodies recovered yesterday and identified as Harry Johnson, of Humesville, Pa., was visited by relatives today who said it was not Johnson's body. A force of men is at work clearing out the hull of the burned vessel and it is expected they will find several bodies.

Wants to Resume Negotiations.
Constantinople, Aug. 31.—Baptist, councillor of the French embassy, has received from the port a copy of a telegram sent to the Ottoman embassy at Paris for communication to M. Delcasse, French foreign minister. This request, while giving vague assurances, formulates nothing concrete. It requests a resumption of diplomatic relations between the two countries with a view to reaching a satisfactory settlement of the matters in dispute.

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